

WHILE SHAMROCK SLOTHFULLY STRETCHES HER SAILS COLUMBIA AGAIN DEFEATS THE OLD CUP DEFENDER

In a Thirty-Mile Trial on the Sound the New American Boat Beats the Old by Three Minutes Thirteen Seconds Actual Time, the Time Allowance Between Them Not Yet Being Known.

Second Race Between the Columbia and the Defender Brings Out Clearly the Fact That the Old Boat, Under a Yankee Skipper, Is Handled Better Than the New One with Her Scotch Captain,

Maiden Spin of the Challenging Sloop Is Made in a Light Breeze and a Calm Sea; and the Verdict Is Not Quite Favorable.

"Quick in Stays" Is Sir Thomas Lipton's Yacht, but She "Kicks Up Trouble" in Front and Seems to Drag—Trial with Britannia Deprecated.

RECORD IN FIGURES OF THE RACE IN THE SOUND.

FIRST ROUND.			
Start.	First Mark.	Elapsed Time.	H. M. S.
Columbia.....	12:40:53	1:28:10	37:47
Defender.....	12:40:41	1:28:39	37:59
COLUMBIA'S GAIN—TWO SECONDS.			
SECOND ROUND.			
Start.	First Mark.	Elapsed Time.	H. M. S.
Columbia.....	1:54:08	1:55:00	35:52
Defender.....	1:54:08	1:55:00	35:50
COLUMBIA'S GAIN—TWO MINUTES AND TWO SECONDS.			
THIRD ROUND.			
Start.	First Mark.	Elapsed Time.	H. M. S.
Columbia.....	2:07:03	2:07:10	35:07
Defender.....	2:07:03	2:07:10	35:07
DEFENDER'S GAIN—ONE MINUTE SEVEN SECONDS.			
FOURTH ROUND.			
Start.	First Mark.	Elapsed Time.	H. M. S.
Columbia.....	2:33:30	3:08:12	34:42
Defender.....	2:33:30	3:11:15	36:55
COLUMBIA'S GAIN 2 MINUTES 13 SECONDS.			
FIFTH ROUND.			
Start.	First Mark.	Elapsed Time.	H. M. S.
Columbia.....	3:08:12	3:24:09	35:57
Defender.....	3:08:12	3:27:10	38:55
DEFENDER'S GAIN 2 SECONDS.			
SUMMARY.			
Start.	First Mark.	Elapsed Time.	H. M. S.
Columbia.....	12:40:53	3:27:10	2:49:20
Defender.....	12:40:41	3:27:10	2:52:20
Columbia's total gains, 4 minutes 22 seconds.			
Defender's total gains, 1 minute 9 seconds.			
Columbia's net gain, 3 minutes 13 seconds.			

By Langdon Smith.

CARRYING tons of dead weight above the water line in the shape of bulks and bedding, and creaking with the rusty rivets and screws, the old defender put on her sea togs yesterday off Larchmont and hustled the new Columbia in a thirty-mile race as a cup defender was never hustled before.

The actual winning time of Columbia was 3 minutes 13 seconds. With her larger sail area she would probably have to allow Defender fully two minutes on a thirty-mile course.

Subtract this from Columbia's winning time and the result may not prove gratifying to the men who expended \$175,000 on the new sloop. They may express satisfaction over the result of the race and over the sea-going capacities of Columbia, but there are yachtsmen who believe that if Defender were trimmed down to her fighting weight and graced into her 35-ton hull, she would be a much more than the two minutes time allowance between the boats at the end of a thirty-mile race.

This belief is, of course, based on the present speed of Columbia. Both Mr. Iselin and Captain Barr believe that when the cup day arrives she will be several minutes faster than now.

The race yesterday was run in the exhilarating, wholesome breeze that lasted from start to finish, piping out of the south as fast as an electric fan and heeling the tall masts over until their sheathing dented into sight almost down to their wooden ribs.

A Mistake Made by Each.

Unfortunately the two sloops stumbled upon one of the buoys of the Riverside Yacht Club, and thinking it was the Larchmont buoy, rounded it and went away on the next leg in fine style. The Larchmont buoy was an electric fan and heeling the tall masts over until their sheathing dented into sight almost down to their wooden ribs.

For awhile during the morning it looked as though there would be no race at all. At noon everybody lost hope. The skin-ship commanding the big club house rocked and abandoned their vessels and sought solace in the bottom. Breezes on the heads of Mr. Hickey, Mr. Elza and Mr. Julep, a police in calm, a referee in storm, they were a comfort to all the old and dogs who sought their company.

There were abandoned, however, when somebody sang out that the big racers were coming. Sure enough they were rounding the point several miles away, bringing with them a godsend in the way of new wind. Under the impulse of it they were flying like two bicycle girls in divided skirts.

Just away the silver brushes of the wind were painting dark streaks along the water.

Then came all of Larchmont, Gog and Magee and all the lost tribes of Summer residents along the shore, a sea race. Two Negro Committee and the representatives of the press embarked on the tug Pulver, which proceeded to pounce on the waves on its way to start the race.

"Get those launches away from that stakeboard," came in a war whoop from the committee. The launches skurried. The Pulver blew the preparatory signal, and

without delay the two racers began to maneuver for the start.

Yankee Against English Skipper.

Captain Rhodes, of Defender, is a Yankee skipper from head to toe. Captain Charles Barr, of Columbia, is English. The duel between them was a pretty one. The two great racers met and passed, the Defender wheeled and turned, and then, apparently as a sort of "bad day" to her rival, Columbia shook out an enormous sheet of handkerchief in the way of a big bluff right in the face of Defender.

When Captain Barr thought he had the weather gauge, he eased sheets and started for the mark. Rhodes, shrewd old Yankee that he is, saw him coming up on his weather quarter like a snow cloud.

He did not flinch. He did just what old Hank Haff did in the Valkyrie when a hotly English boat carried away Defender's spreader and cracked her topmast. He leaped to windward. The move was too much for Barr. He had either to go on the wrong side of the stake boat or fall in behind. He was fully jockeyed out.

Around came his wheel and Columbia swept over the line twelve seconds behind Defender and to leeward.

Lead were the cheers that swept down wind from the clusters of catboats and steam launches beyond the starting line.

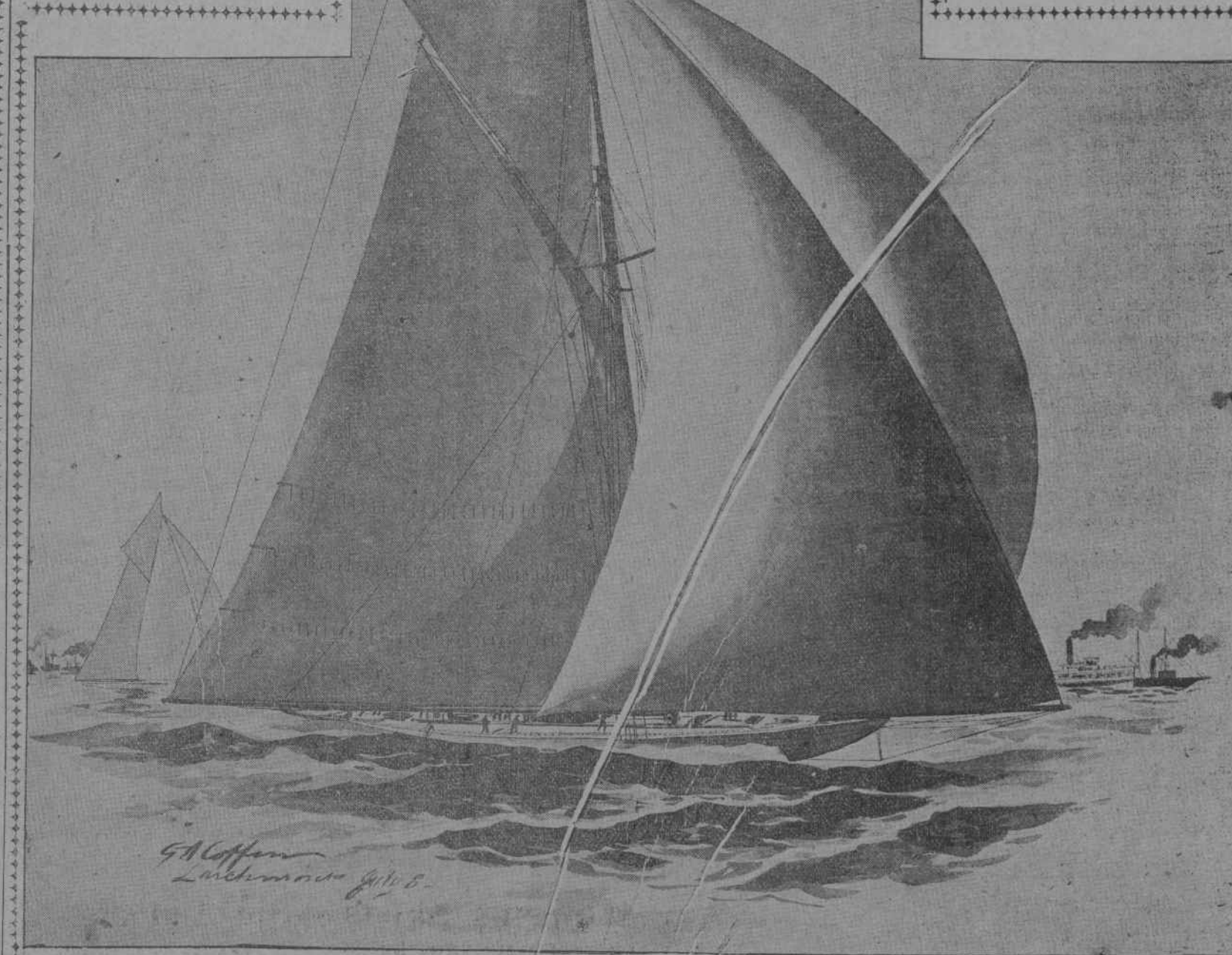
The boats were sailing in a southerly gale. The boats were heeling to windward. Columbia trying to get the weather gauge and Defender trying to prevent it. There was much hauling of rope and tackle, and much running about. The head and shoulders of Mrs. Iselin appeared above the Columbia's bulwark. Captain Rhodes snort at Defender's wheel, with one eye on Columbia and the other working among the Atlantic girls of the sails.

Left, left, left and the two sloops were crowded close to a mile-long tow, snailing up the Sound behind a small black tug. Both were heeling down heavily in the freshening breeze. All this heeling did was to damage them to throw the small tug and Defender trying to prevent it. There was much hauling of rope and tackle, and much running about. The head and shoulders of Mrs. Iselin appeared above the Columbia's bulwark. Captain Rhodes snort at Defender's wheel, with one eye on Columbia and the other working among the Atlantic girls of the sails.

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COLUMBIA OUTFOOTING DEFENDER IN THE RUN BEFORE THE WIND FOR THE HOME MARK.

DIMENSIONS OF THE TWO CUP CONTESTANTS.

Columbia.	Shamrock.
131 feet.....Length over all.....	132 ft. 6 in.
89 ft. 3 in.....On water line.....	89 ft. 6 in.
24 ft. 2 in.....Beam.....	24 ft. 6 in.
19 ft. 10 in.....Draught.....	19 ft. 6 in.
107 ft. 5 in.....Length of mast.....	110 ft.
77 feet.....Mast from deck to hounds.....	78 ft.
100 feet.....Boom.....	100 ft.
60 feet.....Jib.....	60 ft.
38 feet.....Bowspit.....	38 ft.
65 feet.....Topmast.....	65 ft.
73 feet.....Spinnaker pole.....	73 ft.
13,400 square feet.....Sail area.....	14,125 square feet
30 tons.....Lead keel weight.....	80 tons

smothered. But there was still a kick or two in the old lady, as the sequel showed.

The tacking match finished, the racers rounded the invisible buoy and started for home, the end of the first round. They bloomed with added sail. They were now coming before the wind, with their huge double masts sweeping the seas like the blades of Titan scythes.

There were squalls in the west, squalls in the north and squalls from the believers in Columbia. There came a snarl of wind that lifted both spinnaker beams high in the air. They were taken in. The shrewd skippers did not want the sea ladies to carry weight for no gain in the way of useless clothes.

Columbia came up to the first round a winner by over two minutes—possibly a few seconds over her handicap time. She passed her crew were telling at the jib halliards in a scattered fashion. Barr looked out orders. The mates shouted, the sailors huzzaed, and away she went again in a wild sea walk for the second round.

Both yachts were greeted with violent and sporadic salutes from every lung that could formulate a yell and every team whistle that could be pulled.

Although Defender's position was a hopeless one, she went away as gallantly as at first, and sought to keep down the widening gap as much as possible.

The efforts of Captain Rhodes were without avail. The second round was practically a repetition of the first. With her larger sail area and lighter load Columbia drew steadily away to the finish, where she led by over three minutes.

On one thing, however, Defender won easily and completely. This was in the matter of crews. The men on Defender had much the better of it in the speed and accuracy with which they made and furled the sails. No crew about could have done better work in taking in the spinnaker at the end of the race.

Columbia's crew did not seem to work so well together, though, of course, they have plenty of time to perfect themselves before the cup races. But this is a matter for experts to pass judgment upon.

EXPERT ACCOUNT OF SECOND TRIAL RACE.

By Duncan Curry.

ANOTHER interesting contest marked the second meeting between the old and new cup defenders on the Sound off Larchmont yesterday, and again the Columbia was successful, beating the Defender by three minutes and thirteen seconds elapsed time over a thirty-mile triangular course.

It was originally intended that the yachts should sail over a thirty-eight mile triangle. Unfortunately, the skippers of both yachts misunderstood their sailing directions, and by mistake turned a wrong stake

southwesterly breeze, which came sweeping across the Sound. The course as announced by the committee was a triangular one of thirteen miles, which was to have been sailed over twice, thirty-eight miles in all. The first leg was to have been eight miles east by north, anchored in the middle of the Sound between East Greenwich and Centre Island points, thence eight miles to a buoy in Hempstead Harbor, and then three miles north by northwest to the home mark.

Both yachts had their club topsail up, and it was noticed that the Columbia's, thanks to a few little buttons, set far better than on Thursday, while her staysail, too, had been treated in the same manner, and the result was a great improvement in her work.

The preparatory signal sounded at 12:30, and at 12:40, when the yachts were started, there was a nice sailing breeze from the south-southwest. This made it a reach on the first leg.

During the interval between the signals the yachts made a pretty picture as they maneuvered for position, their spars slanting gracefully for the breeze and their white underbodies glistening in the sunlight.

Captain Barr at first stood off to the northward, while the Columbia kept to the northward of the line.

Defender Crosses First.

Finally Barr brought the new cup defender about and stood over toward the Defender, which was coming for the line close hauled on the starboard tack. He soon saw that the Defender would beat him to the line, and instantly the Columbia's No. 1, or large jib-topsail was broken out. It did little good, as Captain Rhodes had timed his start to perfection, and with a good rap full he crossed the Columbia's bow as she was passing the line.

As the Defender crossed the line she, too, broke out a jib-topsail, but it was smaller than Columbia's and enabled Captain Rhodes to keep the position he had gained in the luffing match which followed.

The yachts were no sooner fairly started on their course when Barr, on the Columbia, tried to capture the weather position. Rhodes would have none of this, and the race was as pretty a luffing match as one would care to see. Both yachts were forced clear out of their course, and finally got mixed up with a tow of barges bound east. Down they went as close to the confounded barges as they dared. Neither would give way, and for a time it looked as though there would be a collision.

Barry was finally forced to give up, and the yachts kept on their course again until they were clear of the tow, when the same tactics were resumed.

Finally a small mark boat was seen heading in the middle of the Sound, and although it was some twelve miles west of the line they ought properly to have turned both boats eased off their sheets and made for it together. For a moment the Columbia took the lead, but the Defender managed to gybe and luff round the mark first, the Columbia following ten seconds later, which, allowing for their difference in starting, showed a gain of just two seconds for the Columbia.

Columbia Takes the Lead.

It was a beat to the second mark, and after a luff on the Columbia finally worked out from under the Defender's lee. As on Thursday, the race was all over from this point. Slowly but surely the Defender was left astern. Down the Sound they flew close hauled on the port tack, and they were timed as they rounded the Hempstead mark as follows: Columbia, 1:54:08; Defender, 1:56:00, which showed a gain of two minutes and two seconds for the new boat.

The windward work, too, was now eased off to starboard, while spinnakers blossomed out to port, and again the Defender's crew did the quicker work. In the little three mile run across the Sound the Columbia gained just five

RESULT DEPENDS ON HANDLING OF BOATS.

The result of the international yacht race between the Columbia and the Shamrock will depend considerably on the handling of the two boats.

The Lipton yacht and Columbia resemble each other so closely in line, dimensions and construction, it would be hard to predict the outcome if both boats were sailed equally well.

But the Englishmen have never displayed the ability to guide properly one of these large yachts, and that alone, I think, is an assurance that we will retain the cup.—Statement of William Gardner, of Gardner & Cox, expert yacht designers.

seconds, their times being: Columbia, 2:49:20; Defender, 2:52:20.

It was at their reach on the starboard tack to the outer mark, and in the freshening breeze the Defender, to every one's surprise, gained one minute and seven seconds, their times at this mark being: Columbia, 2:33:30; Defender, 2:34:20. The new boat made a gain of two minutes 13 seconds, their times being: Columbia, 3:08:12; Defender, 3:11:15.

In the run home the Columbia's spinnaker refused to break out all the way, and the Defender picked up two seconds on the new boat.

As a result, the Columbia covered the course in 2 hours 43 minutes and 16 seconds, while the Defender took 2 hours 46 minutes and 29 seconds, or a net gain of 3 minutes 13 seconds for the new boat.

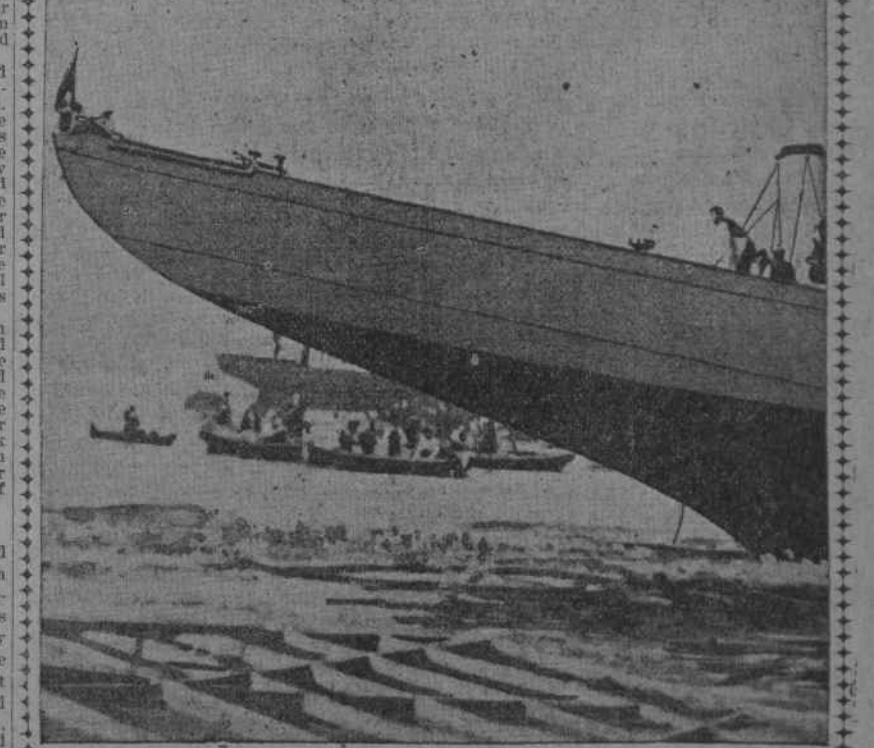
The Similarity Remarkable.

The Shamrock is remarkably similar to the Iselin boat in her general appearance, and, as a matter of fact, only one who is familiar with the construction of water craft would be able to point out wherein they differ.

Several yacht designers of note, when shown the Shamrock photographs taken for the Journal, were amazed at the resemblance between the cup defender and the challenger.

"Life certainly has come close to duplicating the Columbia," said William Gardner, of the firm of Gardner & Cox, expert yacht designers, at No. 1 Broadway, after inspecting the pictures. "From what I am able to discern, I should judge that the lateral plane of both is about the same. There is no difference in the draught. The Defender may be a trifle wider beam, and her bow is a little fuller on the water line."

"The nose of the Shamrock is rounded up more than the Columbia, and resembles one of the Jubilee, but to an ordinary person who knows nothing of the technical side of yachting, this is the only distinguishing point in the Irish vessel's lines. Below the water line I hardly think there is any distinction between the keel of the Shamrock and that of the Columbia."



The Shamrock's Long, Obtrusive Bow.

This picture is taken from a copyrighted photograph taken exclusively for the Journal during the launching of Sir Thomas Lipton's cup-challenger.